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MARINE COURT.

Monday, July 8th.

THE "HEUNGSHAN" "POOK ON" COLLISION.

A Marine Court of inquiry respecting the circumstances attending the collision between the British steamer "Heungshan," Captain R. D. Thomas, and the licensed steam launch "Pook On," of which Li Muk is master, was held at the Harbour Office yesterday afternoon, being called at the request of the captain of the "Heungshan." The Court was composed of Commander Basil R. H. Taylor, R.N., Stipendiary Magistrate, (President), Lieutenant H. Butterworth, R.N., H.M.S. "Tamar," Captain E. Beetham, R.N., "Empress of India," Captain A. Stoker, R.N., "Woolwich," and Captain H. V. Walker of the s.s. "Kwong Tung."

The warrant constituting the Court having been read, Captain Thomas, master of the s.s. "Heungshan," was called. He stated that on June 28th he left Canton at eight in the morning, arriving here about 3 p.m. He entered the harbour by the southern fairway, coming in slowly. When off the "Charles Hardouin's" Wharf and making for the Hongkong Canton and Macao Steamboats' Wharf, witnesses sighted a steam launch backing out from the east side of the "Kwong Tung," which lies at the wharf west of the Western Market wharf. He was then distant about two ship lengths, and blew two blasts. The "Heungshan's" engines were then going slow, having been slowed down when near the Gas Works. When entering the harbour the "Heungshan" was not travelling more than four knots. Witness did not know three blasts on his whistle because when launches come out from a wharf they go to the west of steamers coming in. If he had blown three blasts the launch might have thought he was going astern and attempted to cross his bow. If the launch had gone ahead he would not have approached within fifty feet of the steamer. Her engines were apparently going slow at the time. While the launch was still on the starboard bow of the steamer, and distant about 100 feet, all the men left the wheel and went aft. Then when witness saw a collision was imminent he ordered the mate to clear away the ropes and lower them. Then he struck the launch on her starboard bow with the vessel's stern, the out being about two feet. Four of the crew of the launch were pulled on board with the ropes; the others jumped overboard and lifelines were thrown to them. After striking the launch witness put his helm hard astern and his engines slow ahead in order to clear the launch. There was a strong tide running at the time.

Chief Officer Gibson of the s.s. "Heungshan" said when the ship at first entered the southern fairway he was at the fore'side head. They entered the southern fairway about 2.30 a.m., and passed the bows of the "Charles Hardouin" at a distance of at least 50 feet. They had only passed when they saw the launch coming from the direction of the Li Kee Wharf. When she was sighted the "Heungshan" gave two blasts; the telegraph also went and the ship's head went to port immediately afterwards. About a minute or two later the telegraph went again and the ship went astern. The launch was then two ship lengths on the steamer's starboard bow. Witness did not think the launch altered her engines. The launch was then struck on the starboard bow by the stern of the "Heungshan," no member of the crew of the "Pook On" being at the wheel at the time.

G. W. Kow and J. Roberts, the first and second engineers on the s.s. "Heungshan," gave evidence as to the time when the telegraph bell was rung and the engines reversed.

Li Muk, coxswain of the "Pook On," said his certificate went down with the steam launch. On June 28th at 3.15 p.m. he backed his launch out from the Li Kee wharf, intending to steer west. He gave three blasts on his whistle before backing his launch out, and when about seventy feet from the wharf he saw the "Heungshan" about 100 feet off. He rang up to go ahead, but the bell wire broke. Witness shouted to his engineer to go ahead, and he did. Then when the "Heungshan" approached witness told his crew to run away; afterwards he threw some bags overboard. He was the last man to leave the launch. Jumping overboard after the collision, he was picked up by a passing sampan. The crew who went below to get the money just before the collision was drowned.

Captain Thomas—How was it that the coxswain's certificate was handed to a sergeant of the Water Police?

Witness—I went to the launch afterwards, but could not find it.

Captain Thomas—How is it the No. 2 coxswain took the launch from the wharf?

The President—These seem unnecessary questions, Captain Thomas.

Captain Thomas—They lead to this, Sir. This man was the only one who boarded the "Heungshan" dry, and yet he says he was the last to jump off the sinking launch into the water.

The President (to witness)—You say you were on board at the time of the accident?—Yes.

And you jumped overboard?—Yes.

Then how was it you were quite dry when you boarded the "Heungshan"?—I did not go aboard the "Heungshan."

Second Engineer Roberts recalled, said the witness boarded the steamer about ten minutes after the collision, and he was the only man who was not wet.

The inquiry was adjourned till Wednesday.

Women want to be on an equality with men, let them show their mettle by showing a preference for the society, undiluted, of their own sex.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, June 7th.

THE WEATHER.

This is an overcast June. We had our June weather at Easter, and now we have a slice of January instead. Seaside resorts are despondent, the doctors are busy, and we buy our fruits and vegetables at ruinous rates to the householder.

PARLIAMENT.

I suppose it was not the weather that caused the Premier to kill off a fine Spring crop of promised legislation—but kill the innocents he did, and as a result Nonconformists are angry and Irishmen are wondering after all whether they have done the right thing. The abandonment of Mr. McKenna's Bill for the satisfaction of Passive Resisters, who rebelled under Mr. Balfour's Education Bill, has caused misgivings in the minds of the extreme members of the dissenting bodies, and these have not been entirely dispelled by the promise that next session the Government will deal with the whole Education subject "in their own way." That will mean, I suppose, another merry time for the House of Lords, where attachment to the Church is more aggressive than in the Commons. There is a big enough programme left, seeing that there is to be no Autumn session, and Mr. Balfour has indicated that the Opposition intend to keep themselves and their opponents active on the Land, Housing, and other bills the Government will try to force through. Taken all round, though there is an uneasy feeling among Liberals that the Premier is going too easy in his career—the Radicals say his measures are milk-and-water owing to the inclusion of the Imperialists such as Mr. Asquith and Sir Henry Fowler in the Cabinet, while the Conservatives naturally seize upon every measure as it is abandoned and exhibit it to the nation as another example of Liberal patchwork that has failed. So unless "C.B." gets down to business on the measures he has pinned his faith to, he will be in danger of shipwreck at an earlier time than his majority would indicate.

INDIA.

There is sure to be hot debating over the proposals of Mr. Morley, announced last night in the course of the introduction of the Indian Budget, in the direction of greater native representation on the local and Indian councils. Mr. Morley has been the least obnoxious member of the Cabinet since the Government came into office. He has been hidden away in the India Office and the question was sometimes asked whether he was in the sulks or not getting some other position, or whether he was deeply engaged on an abstract problem. The latter proves to be true, and in the last few weeks, during which he has been heckled by queer faddists on behalf of the natives, he has shown a firmness and a wisdom that has led people to at last exclaim: "Why he is the best man in the Ministry." Yesterday, Earl Percy, who followed Morley, said he felt compelled to compliment him on the firmness shown by the authorities in dealing with the dangerous situation of life existing in India. Mr. Morley himself gravely warned his hearers that anything they might say was liable to be read and used as encouragement to disorder by thousands of natives in India. It is probable that the warning will be effective, for Mr. Morley has the respect and confidence of all sections. The trouble is that there are in the House two sets of men on the Liberal side, one urgent for more liberty to the natives, the other urgent for more repression. Some of the men have been in India; others follow in their heels. That Mr. Morley manages to keep clear of them is a tribute to his independence of mind. He readily gave the Chinese Government credit for a desire to curb the opium traffic, and assured the Chinese of the British sympathies, but when it came to India it was another matter and negotiations were not yet concluded on the matter of this opium trade. He had been urged to put righteousness before revenue, but he would point out that it was not right to satisfy your own righteousness at the expense of other people's revenue. There is sure to be warm debating on the proposed reforms in representation, for some people think the time is premature. But the reforms will probably be carried out, for they are the result of long thought and discussion between the Government here and the authorities in India. All round it is a step which may prove of immense importance in the history of India.

MR. CHAMBERLAIN'S HEALTH.

I saw Mr. Chamberlain the other day driving with his wife in Hyde Park. He seemed bronzed and hearty, and I saw no signs of the extreme weakness I had read of in the reports of his arrival in London. I am assured, however, by a man who witnessed that arrival that when the ex-Colonial Secretary attempts to walk the great change in him is at once noticeable. He is not likely to appear in the House of Commons, at least for a long time. At the best he will continue to muse among his orchids at Birmingham. Some of his old friends, who anticipated better things from his Continental trip quite lost control of their motions when he was carried from the train to his carriage the other day. His sons and wife watch over him with touching care, and one or the other of them is always with him. Mr. Austen Chamberlain, by the way, is putting himself so assiduously into the Protectionist light, that it would appear that he is determined that the cause shall not fail finally, before one of his names has had another chance to lead it to victory.

A HOMELY WEEK.

This has been a busy week. The Derby with an Irish-American winner in Orby, the property of Richard Croker, the ex-Boss of the Tammany Hall organization of New York, saw the defeat of the favourite Elvira Gallion, and

next day in the Coronation Cup at Epsom, Polar Star, the unbeaten entry of Mr. Hall Walker, was badly left by White Knight, a seven to one chance. Then to-day there is the great International Horse Show of Olympia, which is not merely a gathering of 2,000 of the best horses of Europe and America, but a social event attended by the cream of Society of two continents. Already £20,000 has been spent in the arrangements, but that it will justify it there is no doubt whatever. For the first performance this afternoon every seat has been at a premium for weeks.

OUR ALLIES.

The visit of Prince Fushimi finished in a profusion of decorations on mayors and functionaries, commercial and otherwise in England and Scotland, who were concerned in making the guest at home. He departed with an autograph letter from the King and a number of valuable personal gifts to keep this country in remembrance. Now we have over a thousand Japanese sailors and their officers being entertained on the Midway, the warships "Chitose" and "Tanaka" having arrived to pay us a visit. That the men of the ships are having a good time is evident to anybody who meets them as they are being shown the sights.

THE CHINA SOCIETY.

The next meeting of the China Society is to afford an opportunity to the members to hear Mr. J. C. Hall, I.S.O., a member of the Council of the Society on the "Influence of the Confucian Classics on the Japanese mind." This very aptly follows the last lecture on Confucius. The arrangements are rapidly progressing for a dinner at which a large number of members and friends is looked for.

TIBET.

I hear that negotiations are proceeding for the better opening of commerce in the Tibetan regions and the Chinese province adjacent thereto. They are progressing satisfactorily, I believe, and the Chinese Government has so far shown a disposition to meet the desires of the British Government. It will be one of the first matters to be dealt with by the new Ambassador when he arrives from Peking.

SIR ROBERT HART.

The King has given his permission to Sir Robert Hart to wear the insignia of the Grand Cordon of the Crown of Italy and the First Class of the Order of the Rising Sun, conferred respectively by Italy and Japan. The stream of orders for the famous Inspector-General is a proof of the extent of his accomplishments.

NAVY LEAGUE.

The Committee of the Navy League has issued a memorandum setting forth the reasons why the policy of Sir John Fisher and Lord Tweedmouth should not be conducted as a number of holdouts in the League have been demanding for months past. Amongst the reasons are the facts that, including only the Navy division of the Home Fleet, Great Britain has as many battleships in commission as Germany, France, Italy, and Japan combined, and further that the smallest armoured cruiser in the Navy division of the Home Fleet is 350 tons heavier than the largest ship in the German Navy. The attacks on Sir John Fisher are meeting with no success and the fire is slackening. Even that well known naval annual known as "Brassey's" is in favour of the economies carried out in the Navy.

MAIL ROUTES.

In addition to the scheme under consideration by the experts for an All-British steamship route via Canada to Australasia and the Far East, there is a new enterprise on private lines already in the complete stage of development, to compete with the Canadian Pacific Company's Vancouver route. Messrs. Andrew Weir and Company of London and Glasgow are backing a new mail steamship line to run once a month from San Francisco to Auckland and Sydney. It will carry mails from Great Britain and Americans expect to get considerable trade advantage also. Six large vessels will be engaged in the service, and the first, the "Fericie" will start on August 16th.

A BUSINESSLIKE DUKE.

While people are talking of reforming the House of Lords, one American father-in-law seems to be succeeding in reforming a part of the House. Since the Duke of Manchester married the daughter of Mr. Eugene Zimmerman, the railway millionaire of Cincinnati, the young man has been turned into a much more serious and useful citizen than hitherto. Now it is announced that the Duke intends to enter the great factories where his father-in-law has his railway cars made, so as to gain a knowledge of the practical side of railway work.

RUSSIA AND MANCHURIA.

The Russians are much perturbed as to the progress of Japan in Manchuria. As a matter of fact the opinion in St. Petersburg is strongly divided. The Bureaucrats are of opinion that sooner or later there must be another reckoning in the Far East with Japan, while there is a large body of outside opinion, on the other hand, that enough money has been spent, and revenge should be put out of mind. Although nominally Japan has evacuated Southern Manchuria, and Russia has cleared out of Northern Manchuria, on paper, yet as a matter of fact neither Northern Manchuria and finding it unprofitable, for Japan is using every skillful trade means to divert commerce into Japanese channels, and is assiduously getting on good terms with the Manchurians, in the hope of presently bridging Manchuria into estrangement with China and establishing it as an independent kingdom under Japanese protection, similar to Korea. Chinese are being encouraged to settle within the Russian sphere of influence and Japanese are being told off to lead friendly Chinese soldiers in case of war. In other words Japan is losing no opportunity of getting all the Manchurian trade to the starvation of the Russians, and secondly is steadily preparing so that in the event of hostilities an easy run may be possible to the

Russian Imperialists, at any rate, and they are urging the Government to take every precaution to ensure an outlet for Russian emigration to the Far East.

ANOTHER LECTURE.

Mr. E. F. Crowe, British Commercial Attaché at Yokohama, has been lecturing in Scotland this week on the future of the Far East, and has spoken with enthusiasm of the development of Japan. He regards the agreement with that country as a diplomatic move, and spoke encouragingly of the opportunities for British trade in China and Japan.

RUBBER.

The good results obtained by the rubber companies in Malaya during the past year are stirring up ideas of rubber enterprises in many places, and on the scottish basis people are writing to urge capitalists to invest in such undertakings here, there, and everywhere. Even the "Board of Trade Journal" is taking to printing material tending to show that in that near East and even in Sicily there is the prospect of profitable rubber growing even if the product should only be of second rate quality. The Director of the Botanic Gardens at Messina has been experimenting with *Ficus Elastica* Roxburg, and from the fact that the mean temperature of Sicily is about the same as in Indo-China, and that the plants have lived all the winter out of doors, it is deduced that there is a good opening in Sicily. Which view capitalists and rubber men regard as being more optimistic than practical.

MOTORS FOR CHINA.

I understand, by the way, that the export of motor cars to China is developing promisingly and a start has been made with several orders for Kiaochow, the cars being German and American. The consular reports to the inquiries from motor manufacturers is "equip your cars with every possible accessory, including the very latest details, if you want to get a footing in China."

CORRESPONDENCE.

THE SUBSIDIARY COINAGE QUESTION.

(TO THE EDITOR OF THE HONGKONG "DAILY PRESS.")

Sir,—Apologies the Government's announcement that all Hongkong subsidiary coins received by the Government Departments are being retained and not reissued, the step is one in the right direction, but it would be interesting to learn from the Government how long in their opinion it is likely to take to rehabilitate by this slow process, the subsidiary coinage of the Colony?

The Government's object is "to reduce the amount in circulation to that required by the necessities of business in the Colony." That amount is popularly estimated at something like two or three million dollars' worth, whereas the Government has issued forty million dollars' worth, and their hesitation to deal with the evils resulting in recent years from the depreciation of these coins has apparently been due to a belief that all these coins are still in existence and that they are under an obligation to redeem them. Hence any heroic measure was impossible because of the cost which it would entail.

By the measure just announced, if anything like the whole of these forty million dollars' worth of coins still exist, it will take the Government at least thirty years "to reduce the amount of such coinage in circulation to that required by the necessities of business in the Colony"—for I suppose the Government Departments are not loaded with more than one million dollars' worth of these coins a year, if as much.

The chief value of the step the Government has taken, it seems to me, is that it will serve to show what the possibilities are of a return of Hongkong coins to the Colony and thus put the Government in a better position to consider, if it should appear necessary, some method of more rapidly reaching the end in view.

If the community would heed the Government's warning and demand 111 cents to the dollar when Chinese subsidiary coins are tendered, the result would doubtless be to bring back from Kwangtung the Hongkong coins which are circulating throughout the province. But would that be altogether desirable? The exchange quotations for Hongkong subsidiary coins given in to-day's *Daily Press* shows the discount rates on 20-cent pieces to be 7-7 per cent, and on 10-cent pieces 8-00 per cent. The Government's warning, if effective, would have the result of withdrawing Hongkong coins from circulation in the province of Kwangtung, and they would probably be returned to the Colony in shiploads. And the effect on exchange rates would be—What? Certainly the rates would not be improved thereby, and the Government's remedial measure looks for all the world like a huge joke. However, until we see the result of the Government's action it will be unwise to cherish a hope that the bulk of these forty million dollars' worth of subsidiary coins have already been melted down by speculating Chinese, and that the object of the Government may be attained in something less than thirty years. Yours truly,

CHOPPED DOLLAR.

Hongkong, July 8th.

Additional weight is lent to the rumour that have been lately current in Vienna of an approaching dynastic crisis in Portugal by an announcement made by Prince Miguel de Braganza in the leading Vienna papers this morning (June 4th). Prince Miguel makes the definite statement that, should he receive an invitation, he is ready to ascend the Portuguese throne. Prince Miguel is at present living the life of an officer in the Austrian Army at Badenstein.

"TANSAN"

Beware of Bogus Imitations!

The only genuine TANSAN bears the name of J. CLIFFORD-WILKINSON on the label.

Hard water hardens the arteries; Soft Water helps to keep them elastic and pulse-responsive

TANSAN is the Softest of all Drinking Waters.

TANSAN is entirely free from the obnoxious taste peculiar to salted or other fabricated waters.

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PER CASE OF 48 HALF-BOTTLES . . . \$3.25
" DOZEN . . . 1.60
" CASE OF 100 QUARTER BOTTLES . . . 8.95
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WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

A CHINESE OPIUM DODGE.

We have received the following copy of a letter to Sir Peking Warren, British Consul at Shanghai, for publication:—

Shanghai, 27th June, 1907.

Sir,—We beg to bring to your notice the following:—

Some of the Chinese opium dealers here have received information from their constituents in Nanking that the Viceroy there intends granting the monopoly of the opium trade in Nanking to a few dealers, who only will be allowed to import opium there. So far no official notification has been issued, but as there is every probability of its coming into force at any moment, and subsequently a similar monopoly is intended to be given here and elsewhere, we think it advisable to lay the matter before you so that immediate steps may be taken to stop its being carried into effect.

Such monopolies would prevent other dealers from participating in the opium trade thus destroying the healthy competition and thereby crippling the business and causing heavy losses to importers who will be at the mercy of the few who hold the monopolies, as regards prices, etc.

It would also be greatly prejudicial to the interest of the Indian Government if such a scheme is permitted to be enforced especially in the present unsettled and unsatisfactory state of the opium trade, owing to the action of the Chinese Government.

Government in closing up the public smoking dens, and importers, in view of the further uncertainty of demand from those who would hold the monopoly, would curtail importation, which would mean a material reduction of their purchases from the Government of India's monthly sales.

We therefore beg to request you to be good enough to take immediate action and oppose the movement and, if necessary, to communicate with H.B.M.'s Minister at Peking, as it is in contravention of Article X of the treaty of Nanking of 1842 which provides that British merchandise having paid the regulated Customs and dues such more articles may be conveyed by Chinese merchants to any province or city in the empire of China.

The said monopoly, if granted, would therefore be tantamount to placing restrictions on Chinese merchants in general.

We may add that we are afraid, if the monopoly is given that the Chinese Officials may push the consumption of native opium to the detriment of foreign drugs.

We remain, Sir,

Your most obedient servants,

DAVID SASSOON & CO., LD.

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TALATI & CO. AND OTHERS.

ANSWERING ADVERTISEMENTS.

Neither of the partners had arrived, and the clerks that morning were indulging in their usual bout of gossip.

Did I tell you that I was leaving? I drew the long and short of the staff, whose incompetence was as palpable as the splendour of his attire. Heard you got the sack, replied the spectacled cashier gruffly. I answered an advertisement yesterday for what looks like a first-class job, resumed the over-dressed one, ignoring the remark. I've pitched a rather strong yarn, but you've got to do that if you want to keep up with the times.

Just then the senior partner entered, and all wrote intently. Within five minutes the "old man," who had been opening letters, called the latest speaker into his room, and the following dialogue became plainly audible to those outside:—Have you been in our service seven years? No, sir—only fifteen months. And is your salary \$450 a month. Eh? No sir—\$300. And are you in entire charge of the counting house? No reply. And are you leaving because of a difference with the firm regarding the management of our branches? Dead silence, and a short pause. Then the old man—You should be more careful in your statements, Sir. This is a small colony. The advertisement you answered was for the situation you are leaving on Saturday. That will do.—*Straits Times.*

THE SILK INDUSTRY.

The British Vice-Consul at Portland, Maine, gives some interesting facts in regard to the development of silk manufacture in the United States since the year 1870. In that year the value of silk goods of all kinds manufactured in the country amounted to \$2,442,132, while the imports for the same year amounted to only \$2,344,156. In the year 1900 the value of silk goods imported was \$2,3 0,707 and the value of those manufactured in the United States was \$21,451,52. In 1900 there were 438 silk mills in the United States, with a combined capital of \$16,218,475, and giving employment to 65,416 hands. At the present time over 79,000 hands are employed in this industry. In 1870 the number of yards of silk goods manufactured in the country was 1,028,422 yards, against 97,840,935 yards in 1900. According to mercantile reports the United States in 1900 stood third in the countries of the world in the manufacture of silk goods. In 1860 there was imported into the country 12,559,810 lbs. of raw silk, valued at \$9,895,500, or very nearly 10¢ per lb. Raw silk, at the present time, costs about 18¢ per lb. The attempt has been made many times to cultivate the silkworms in the United States, but with indifferent success.

Some people are so reserved in their manners that it is difficult to tell if they have any.

THE PEKING SYNDICATE AND THE CHINESE GOVERNMENT.

The following two letters are from the Times:—

Sir.—The telegram from your Peking Correspondent published in *The Times* of this morning does not correctly represent the position of the Peking Syndicate vis-à-vis the Chinese Government, and I crave your permission to set out briefly the actual facts.

There is no serious discrepancy between the English and Chinese texts of the Shansi Concession such as your Correspondent alleges. Though the wording is not quite identical, it has long been accepted by the competent authorities of the British Legation that, whether by the English or Chinese version, the Peking Syndicate has in effect the "sole right" of working coal and iron mines in the districts specifically named, with the exception of "existing" native mines, which are not to be interfered with. But this is not the point at issue. The syndicate asks at present merely permission to open mines in one small particular area of 1,600 square miles which is as yet unworked by natives, precisely in the same manner as was done in Hunan, where no objection was raised. It is in respect to the delay in issuing this permit that compensation has been claimed on behalf of the syndicate by the British Government. No claim has been put forward by the syndicate which is not fully justified by the plain wording of the concession, nor without its being communicated to the British authorities.

The directors of the syndicate, while maintaining the privileged position which the language of the concession gives them, and was intended to give have never refused to listen to understanding with the British Government, and have been ready to discuss similar terms for the working of coal, if it should be so desired. Neither of these propositions now commend themselves to the provincial authorities, and the only overtures which have so far been made involve as a preliminary the unconditional withdrawal on the part of the syndicate of the claim for permission to work—in other terms a surrender of the whole concession. If, as your Correspondent says, the province is willing to come to a reasonable compromise, I can only say my directors have not yet heard of it.

In conclusion, I am to say that my directors, content of their rights, are determined to continue, by every means in their power, pressing for their recognition by the Chinese authorities. To allow these authorities to set aside solemn engagements entered into with the Imperial sanction, would, in the opinion of my board, mean sacrificing not only the interests of the shareholders in this syndicate, but of all who have, in some form or other, invested money in Chinese undertakings on the strength of that Government's guarantee.

I am, Sir, your obedient servant,
THO. GILBERT, Secretary,
Peking Syndicate (Limited), 110, Cannon-street, E.C.

Sir.—In a telegram from your Correspondent at Peking published in your issue of this morning, the following words occur:—

"The Chinese are not acting unreasonably. The agreement now known as the Peking Syndicate's Shansi Bureau concession was signed on May 21, 1898, by the Shansi Bureau of Trade and the Italian Signor Luzzatti. The views of the latter as to the methods of dealing with the Chinese are revealed in a letter quoted at the general meeting by the chairman of the Peking Syndicate, according to the report published in *The Times* and *Commercial Supplement* on February 1st."

"Why do you not begin work at Shansi? Never mind what the opposition of local authorities and the local gentlemen may be, go to work. In China the great thing is the *fait accompli*, and if they do kill some of our engineers and staff, so much the better; for they will have a good case for compensation with the Chinese Government."

In Mr. Luzzatti's statement as a friend of his, and being interested myself in the Peking Syndicate, I wish to lose no time in placing the real facts before your readers.

The extract in question is not from a letter of Mr. Luzzatti, but is taken from a speech of Mr. Carl Meyer at the shareholders' meeting. Later on at that meeting Mr. Luzzatti gave his explanation exactly of what took place as follows:—

"Mr. Luzzatti—I would like to make a few remarks. The chairman, having had a long time to prepare his speech has come here and made a long statement, and I am surprised that my poor personality should have occupied the largest part of the speech. The difficulty of answering it is enhanced by the fact that I have to speak, not in my own language, but in a foreign tongue. However, there are one or two points to which I cannot let pass. As to the remark with regard to the killing of the engineer, there has been quite a misunderstanding on the part of the chairman. I will repeat to you what I said to Mr. Carl Meyer. What I said was that an engineer 'may be killed.' I said this to him in a private conversation which I should never have thought Mr. Carl Meyer would have come forward and made public. What I did say was that an engineer may be killed, and I do not think it is fair for the chairman to have put it in the way he has, because I added 'that I do not think any engineer will be killed, because the Chinese always admit accomplished facts.' That is what I said. It is quite possible Mr. Carl Meyer did not understand me, but my idea was not that an engineer was to go to Shansi and get killed."

"The Chairman—I did not say so."

"Mr. Luzzatti—Those sentiments of humanity of the chairman are sentiments which I profess in the same degree as himself."

The general feeling at the time was that the use made by Mr. Carl Meyer of a private conversation, especially in a paraphrase, was most unfair and unjustifiable.

I am, Sir, yours faithfully,
H. MATO.
19, the Fryers, Hampstead, June 3.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, and sent to the Editor's Office, after that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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AGENT—A London Firm of Cork Manufacturers and Exporters WANTS an Energetic Man to represent them and secure orders from Wine Merchants, Brewers, Mineral Water Manufacturers and others. Liberal Commission to a competent man. Apply to A. SYMINGTON & CO., Cork Exporters, 5, George Street, Tower Hill, LONDON, England.

JAVA COCA.

JAVA PLANTER desires to contract for delivery of RAW COCAINE, WHOLE COCA LEAF and LEAF CRUSHED TO POWDER. Indication of the yearly quantity wanted, and statement of the price kindly requested. Contracts for a longer period are preferred. No INTERVENING PARTIES!

Apply to F. O. CARL of J. H. DE BUSSEY'S Advertising Offices, AMSTERDAM, Holland. 1188

WANTED.

ENERGETIC MEN, who have a Good Command of the Cantonese Language, Good Workmen, we pay Salaries and Commission. No better opportunity offered for men who like work. Apply to THE MANAGER, SHANGHAI WICH CLUB, Shanghai, Canton, by letter or in person.

Hongkong, 9th July, 1907. 1189

SITUATION WANTED.

LADY of Experience in Teaching, and holding Diplomas, desires Employment in a Family or School. Branches: English, French, Piano, etc.

Address answers to— Z. E. 451, Friedrichstrasse, TSINGTAU. Hongkong, 9th July, 1907. 1190

PUBLIC AUCTION.

THE Undersigned have received instructions from MRS. E. R. MILLER, to sell by Public Auction, On THURSDAY, the 11th July, 1907, at 2.30 P.M., at No. 1, Hay View, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, Comprising:—DOUBLE BRASS and IRON BEDSTEADS with WIRE MATTRESSES, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE TOP WASHSTANDS, OYER MANTELS, DRESSING TABLES with Bevelled Glass, TEAKWOOD EXTENSIVE DINING TABLE & CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDEBOARD with Bevelled Glass, DINNER WAGGONS, a Quantity of BLACKWOOD WARE, PICTURES, &c., &c., &c. Catalogues will be issued.

Terms:—As Usual.

HUGHES & HUGHES, Auctioneers. Hongkong, 9th July, 1907. 1191

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For AMOY and POOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Rosch, will be despatched for the above Port on WEDNESDAY, the 10th inst., at Noon.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 8th July, 1907. 1187

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW.

THE Company's Steamship

"HAIMUN," Captain A. J. Robson, will be despatched for the above Port on THURSDAY, the 11th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 8th July, 1907. 1184

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:—

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The Bishop Hume Memorial.

Hongkong Volunteer Corps.

National Bank of China Ltd.

Correspondence.

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Hongkong, 8th July, 1907.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"HOPKANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 10th July, will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 8th July, 1907. 118

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SCANDIA," Captain von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 8th July, 1907. 1185

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"AMBRIA," Captain Schorringham, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

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HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 8th July, 1907. 1185

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"AMBRIA," Captain Schorringham, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to sale.

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INTIMATIONS

THE PEAK CHURCH.

THE ANNUAL MEETING OF WORSHIPERS OF THE PEAK CHURCH will be held in the Vestry of St. John's Cathedral To-morrow (Wednesday), July 10th, at 2.15 P.M.

BUSINESS:

1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Committee.

F. T. JOHNSON, Hon. Secretary. Hongkong, 8th July, 1907. 1177

WANTED.

A POST as Clerk, Teacher, or Interpreter by a Gentleman of Collegiate Education possessing a working knowledge of the Chinese language both written and spoken—(Cantonese dialect).

Apply by letter to— Box 612, "Daily Press" Office. Hongkong, 3rd July 1907. 1165

BRITISH STEAMER "NETHERTON"

BY ORDER OF THE UNDERSIGNED, the Undersigned are prepared to receive Tenders for the Purchase of the above Steamer (which is now lying at Singapore in a Fire Damaged condition). Tenders must be delivered not later than 10th July.

GILMAN & Co., Lloyd's Agents. Hongkong, 19th June, 1907. 1084

COGNAC.

MESSRS. JEEJEEBHAY & CO., 25, Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronised by connoisseurs throughout India-China:—

BOUTILLIER, G. BRIAND & Co. \$25.00
FELIX TILLAC & Co. \$15.00
GEORGES ROZEAU & Co. \$15.00

Hongkong, 1st July, 1907. 1182

KUNG YIK GODOWNS.

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, SHAK TONG TAI, Praya West, on (M. Lot Nos. 244 to 255), formerly known as the Po On Godowns, the lease for which having expired, have been taken possession by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents The SHAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD., SAM WANG & CO., LTD., TELEPHONE: No. 321. ADDRESS: 81, Queen's Road Central. U YIK CHI, Managing Director. Hongkong, 3rd July, 1907. 1187

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith, R.N.R.	About 8th July	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 11th July	Freight and Passage.
LONDON VIA USUAL PORTS (CHINA)	Capt. E. Street	Noon, 18th July	See Special of Call.
MARSEILLES, LONDON, and SYRIA	Capt. D. C. Gregor, R.N.R.	About 17th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI & CHINKIANG	"FOOCHOW"	On 9th July, 4 p.m.
SWATOW and SHANGHAI	"SHAOHSING"	On 9th July, 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIKINS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th July, 4 p.m.
YOKOHAMA and KOBE	"CHINGTU"	On 11th July, 4 p.m.
CEBU and ILOILO	"KALFONG"	On 13th July, 4 p.m.
SWATOW and SHANGHAI	"YUENHONG"	On 16th July, 4 p.m.
HAIKOW and SHANGHAI	"CHINGTU"	On 16th July, 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with electric light. Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 9th July, 1907.

BUTTERFIELD & SWIRE,
AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." Sailing 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)	ARRIVE VANCOUVER
"ATHENIAN"	3,882 Tons	WEDNESDAY, 17th July	10th August
"EMPERESS OF INDIA"	6,000 Tons	THURSDAY, 1st Aug.	19th August
"MONTAGUE"	6,163 Tons	WEDNESDAY, 14th Aug.	7th Sept.
"EMPERESS OF JAPAN"	6,000 Tons	THURSDAY, 29th Aug.	16th Sept.
"TARTAN"	4,425 Tons	WEDNESDAY, 11th Sept.	3th Oct.
"EMPERESS OF CHINA"	6,000 Tons	THURSDAY, 26th Sept.	14th Oct.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 200; via New York 232.

Intermediate Steamers at 12 Noon.

R.M.S. "MONTAGUE," "TARTAN," "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 10th July, at 8 A.M.
FOOCHOW VIA SWATOW AND AMOY	"SEIKO MARU" Capt. G. NAKA	WEDNESDAY, 10th July, at 9 A.M.
TAMBUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 14th July, at 9 A.M.
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"SHOSHU MARU" Capt. M. Nemoto	TUESDAY, 16th July, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PREUSSEN" Capt. C. NARBEATH	Wed-day 17th July, a Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIFEN" Capt. F. PROSCH	About Wed-day 17th July.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" Capt. MINNSEN	Thursday, 18th July, at Noon.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. VON SENDEN	About Friday 20th July.
KUDAT and SANDAKAN	"BOENE" Capt. F. SEMBIL	At 3rd August, at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHER & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th July, 1907.

SABANG BAY COALING STATION, POELOE WEE, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BRYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STOWAGE and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.
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Hongkong, 1st December, 1906.

SHIPPING IN PORT.

STEAMERS	AGENTS
ABERDEEN, British str., 2,681, P. K. Barnett, 8th July—Moji 30th June, Coals—Bradley & Co.	
ATHENIAN, British str., 2,440, A. O. Cooper, 4th July—Vancouver 6th June, General— C.P.R. Co.	
CATHERINE ARCADE, British str., 1,730, L. D. A. Thomas, 1st July—Singapore 25th June, General—David Thomson & Co.	
CHONGHONG, British str., 1,256, S. J. Payne, 4th July—Tientsin via Chefoo 26th June, General—Jardine, Matheson & Co.	
CHILDAR, Norwegian str., 1,102, A. Angelsen, 2nd July—Bangkok and Swatow 1st July, General—Nippon Yusen Kaisha.	
CHINAT, British str., 1,459, W. Beale Brown, 5th July—Sydney via Manila 12th June, General—Butterfield & Swire.	
CHUNSHING, British str., 1,417, D. King, 6th July—Wakamatsu 29th June, Coal—Jar- dine, Matheson & Co.	
COCKER, British str., 2,895, T. Walker, 7th July—Kuchinotzu 1st July, Coals—Mitsui Bussan Kaisha.	
EMPERESS OF INDIA, British str., 3,032, E. Beale Brown, 29th June—Vancouver 11th June, Flour and General—C.P.R. & Co.	
FOOCHOW, British str., 1,228, W. Miller, 30th June—Moji 24th June, Coal—Butterfield & Swire.	
GRAN MARU, Japanese str., 1,832, Nagatsu, 29th June—Kuchinotzu 19th June, General— Mitsui Bussan Kaisha.	
GRANER, British str., 2,274, Rafferty, 28th June—Moji 22nd June, Coals—Mitsui Bussan Kaisha.	
HONGKONG, French str., 639, E. Corbill, 6th July—Haiphong and Hoihow 5th July, Rice, Nattes, Pigs & Coal—A. R. Marty.	
IRISH MONARCH, British str., Graham, 1st July—Kuchinotzu 25th June, Coal— Mitsui Bussan Kaisha.	
KALFONG, British str., 986, E. Finlayson, 6th July—Cebu & Iloilo 2nd June, Sugar— Butterfield & Swire.	
KATHERINE PARK, British str., 4,901, 27th June—Kobe 21st June, General—Toyo Kisen Kaisha.	
KENRO MARU, Japanese str., 1,361, K. Asai, 29th June—Saigon 24th June, Rice—Dod- well & Co.	
KOUSCHANG, German str., 3,201, Rodinsky, 3rd July—Bangkok 28th June, Rice— Butterfield & Swire.	
LABETTES, British str., 1,349, J. Jackson, 24th June—Saigon 20th June, Rice—Chinsea.	
MARLA, German str., 1,108, J. Minson, 29th June—Manila, Australia Ports and New Guinea 25th June, General—Mellers & Co.	
MATHEUS, German str., 311, N. S. Sennemann, 4th July—Haiphong and Hoihow 30th June, General—Jensen & Co.	
MAUSANO, British str., 1,744, R. Houghton, 29th June—Sandakan 24th June, General— Jardine, Matheson & Co.	
MEPPOO, Chinese str., 1,338, C. V. Frigast, 4th June—Shanghai 30th June, General— Chinsea.	
NANSHAN, British str., 4,635, P. H. Rolfe, 23rd June—Calcutta and Singapore 17th June, General—Jardine, Matheson & Co.	
NANSHAN, British str., 1,299, A. Jones, 4th July—Saigon 30th June, Rice and General— Bradley & Co.	
NIPPON MARU, Japanese str., 3,442, W. E. Fisher, 2nd July—San Francisco 31st May, Malaya and General—Toyo Kisen Kaisha.	
PAKLA, German str., 1,088, F. W. Wenzel, 3rd July—Bangkok 27th June, Rice—Order.	
PHU-YEN, French str., 2,500, Bouissou, 7th July—Saigon 3rd July, Rice—Bradley & Co.	
PITCHBURN, German str., 1,376, Wolf, 30th June—Bangkok 21st June, Rice and Lin- ter—Mellers & Co.	
PROBETHUR, British str., 3,583, G. Moir, 29th June—Saigon 24th June, General— Butterfield & Swire.	
RODICI, Japanese str., 4,980, G. S. Lapack, 28th June—Saigon 24th June, General—Nippon Yusen Kaisha.	
SHAKANO MARU, Japanese str., 3,324, T. Sugi, 7th July—Shanghai 7th July, Rice—Order.	
SHAOHONG, British str., 1,395, Northcombe, 4th July—Shanghai via Swatow 30th June, General—Butterfield & Swire.	
SIMLA, British str., 3,844, Goldsmith, 7th July —London 25th May, General—P. & O. Co.	
SKRUMSTAD, Norwegian str., 600, A. Hansen, 27th June—Tientsin 24th June, General— Angard, Thoresen & Co.	
TAIBHUN, Chinese str., 1,216, R. Stephen, 7th July—Shanghai 3rd July, General— Chinsea.	
TEAN, British str., 1,316, A. Somerville, 5th July—Manila 25th June, General—Butter- field & Swire.	
TEO PAO, German str., 972, F. Barch, 5th July —Bangkok 29th June, Rice—Butterfield & Swire.	
VAN OUTHURN, Dutch str., 954, J. C. Greger, 6th July—Billiton 30th June, Mineral— Java-China-Japan Line.	
VIENNA, British str., 2,865, J. Jones, 24th June —New York 17th April, Karos-n— Stand Oil Co.	
WOLWICH, British str., 1,441, A. Stoker, 3rd July—Sofia, Cr. z and Mexico 25th May, —Chinese.	

STEAMERS

For further particulars apply to the Agents at Hongkong.

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AVERAGE MARKET PRICES.

July 5th, 1907.

The Prices are given in Dollar Cents.

HUTCHINSON MARKET.

Meat Market.

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